

## San Bernardino Associated Governments

1170 W. 3<sup>rd</sup> St., 2<sup>nd</sup> Fl., San Bernardino, CA 92410-1715 Phone: (909) 884-8276 Fax: (909) 885-4407 Web: <u>www.sanbag.ca.gov</u>



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority

•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

## **AGENDA**

## Commuter Rail Committee Meeting

July 19, 2007

11:00 a.m.

## Location

SANBAG Office Super Chief Conference Room 1170 West 3<sup>rd</sup> St., 2<sup>nd</sup> Fl. San Bernardino, CA

## Commuter Rail Committee Membership

## Chair

Mayor Pro Tem Patricia Gilbreath City of Redlands

Council Member Bea Cortes
City of Grand Terrace

Mayor Kelly Chastain
City of Colton

Mayor Paul Leon City of Ontario

Mayor Robert Christman City of Loma Linda

Mayor Paul Eaton City of Montclair

Mayor Patrick Morris
City of San Bernardino

Mayor Pro Tem Diane Williams

City of Rancho Cucamonga

Council Member Larry McCallon City of Highland San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

## San Bernardino Associated Governments County Transportation Commission County Transportation Authority Service Authority for Freeway Emergencies County Congestion Management Agency

## Commuter Rail Committee Meeting

July 19, 2007 11:00 a.m.

**Location**: SANBAG Office, 1170 West 3<sup>rd</sup> St., 2<sup>nd</sup> Fl., San Bernardino

R.S.V.P. by Tuesday, July 17th to Daylene at (909) 884-8276

## CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications Daylene Burris

1. Possible Conflict of Interest Issues for the Commuter Rail Pg. 6 Committee Meeting of July 19, 2007

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

**Notes/Actions** 

## **Consent Calendar**

## 2. Commuter Rail Committee Attendance Roster

Pg. 7

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

## **Discussion Items**

## 3. Election of Officers

Pg. 9

The Committee will conduct elections for members to serve as Chair and Vice-Chair for the Commuter Rail Committee for terms ending June 30, 2008.

4. Presentation on the Status of State High-Speed Rail Pg. 13 Proposal and the Inland Empire Routing

Receive and Provide Information

5. Amendment to the Pasadena-Redlands Easement, Pg. 41 Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights and Cajon Trackage Rights Shared Use Agreement

Approve Amendment No. 1 to the Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights and Cajon Trackage Rights Shared Use Agreement (Contract 93-995) with the Burlington Northern and Santa Fe Railway Company (BNSF).

## Discussion Items Continued....

- 6. Substitution of State Transit Assistance Fund (STAF) for Pg. 47 \$8.149 million in 2006 State Transportation Improvement Program (STIP) Augmentation Funds for Four (4) Transit Projects and Increase Funding for the Rancho Cucamonga Metrolink Station Pedestrian Undercrossing in the amount of \$1.401 million.
  - 1. Approve the substitution of STAF for \$8.149 million in 206 STIP Augmentation approved by the Board for the following four (4) Transit Projects: Chaffey College Trancenter, \$3.0 million; Yucca Valley Transit Center, \$0.7 million; Construction of Natural Gas Line to the new VVTA Facility, \$1.6 million; additional funding for the Rancho Cucamonga Metrolink Station Pedestrian Undercrossing \$2.849 million.
  - 2. Approve an increase of \$1.401 million in STAF for the Rancho Cucamonga Metrolink Pedestrian Undercrossing for a new total budget of \$7.5 million.
  - 3. Approve amendments to the Omnitrans, Morongo Basin Transit Authority (MBTA), Victor Valley Transit Authority (VVTA) and SANBAG Passenger Rail Fiscal Year 2008-2012 Short Range Transit Plans (SRTPs) for the above projects.
  - 4. Approve amendment to Budget Task 50708000 State Transit Assistance Fund increasing the Budget Authority by \$9,550,000 for a new total of \$22,525,000 as identified in the Financial Impact Section.
- 7. Amendment Contract 04-058 with Parsons Transportation Pg.50 Group for preparing a Long Range Transit Plan for San Bernardino County

Approve Amendment No. 2 to Contract 04-058 with Parsons Transportation Group, extending the Time of Performance to July 2, 2008 and increasing the Contract Budget Authority by \$29,762 for a new total of \$571,760 as identified in the Financial Impact Section.

## Discussion Items Continued....

8. Promotional Campaign for San Bernardino Line Weekend Pg. 56 Service

Authorize Purchase Orders P08067 to the San Bernardino County Sun in the amount of \$50,000 and P08068 to the Inland Valley Daily Bulletin in the amount of \$50,000.

## 9. Etiwanda Pacific Electric Train Depot

Pg. 58

- 1. Authorize the City of Rancho Cucamonga to pursue National Registration Designation for the Etiwanda Pacific Electric Train Depot; and
- Authorize staff to begin the process of disposal of the Etiwanda Train Depot site (APN #0227-121-18) in accordance with California Government Code Section 25363 and 25526.
- 10. Request to Sell Property South of the Redlands Subdivision Pg. 61 between Seventh and Ninth Streets in the City of Redlands

Authorize staff to begin the process of disposal of the property south of the Redlands Subdivision right-of-way between Seventh and Ninth Streets (APN #0169-313-17) in accordance with California Government Code Section 25363 and 25526.

11. Lease with the National Railroad Passenger Corporation Pg. 64 (Amtrak)

Receive Information.

## **Public Comments**

- 12. Additional Items from Committee Members
- 13. Brief Comments by the General Public

## **Additional Information**

Acronym List

Pg. 66

## ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

## Meeting Procedures and Rules of Conduct

## **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

## Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: www.sanbag.ca.gov.

<u>Agenda Actions</u> – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

<u>Closed Session Agenda Items</u> – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

<u>Public Testimony on an Item</u> – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

<u>Agenda Times</u> – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

<u>Public Comment</u> – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.* 

<u>Disruptive Conduct</u> – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!* 

## Minute Action

AGENDA ITEM:	1
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**Date:** July 19, 2007

Subject: Information Relative to Possible Conflict of Interest

**Recommendation**\*: Note agenda items and contractors/subcontractors which may require

member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the

Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item	Contract	Contractor/Agents	Subcontractors
No.	No.		
5	93-995-1	Burlington Northern and Santa Fe	None
		Railway Company	
		D. J. Mitchell	
7	04-058-2	Parsons Transportation Group	None
		James F. Rollings	

Financial Impact: This item has no direct impact on the 2007/2008 Budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and

policy committee members.

**Responsible Staff:** Michael Bair, Director of Transit and Rail Programs

Cor	oved il Committee	
Date		
oved:	Second:	
Favor:	sed: Abstained:	
Witnessed: _		

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Crossed out box = Not a member at the time.

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD - 2007 Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Pat Gilbreath City of Redlands	X		×		×	Participants  Construction  Co						
Bea Cortes City of Grand Terrace (Appointed May 2007)					X							
Kelly Chastain City of Colton (Appointed February 2007)	X				X						destruction of the second of t	
Robert Christman City of Loma Linda	×		×		X							
Paul Eaton City of Montclair			×		X						- To deligography delayers the second	
Paul Leon City of Ontario (Appointed April 2007)	$\times$		X		X		The state of the s		entitlemental for my and the state of the st			
Larry McCallon City of Highland (Appointed June 2007)											- THE PROPERTY OF THE PROPERTY	
Patrick Morris City of San Bernardino (Appointed May 2006)	×		×		X						-	
Diane Williams City of Rancho Cucamonga	×		×		×							

# COMMUTER RAIL COMMITTEE ATTENDANCE ROSTER – 2006

Name	Jan.	March April July	April	Marine Constitution of the	Sept.	Oct.	Nov.
Pat Gilbreath	×	X	×	×	X	×	×
Lee Ann Garcia	×			X		X	×
Paul Biane	X						
Robert Christman	×	X	×	X		X	×
Paul Eaton	×	×	×	X	×	×	×
Patrick Morris (Appointed May 2006)						X	X
Alan Wapner (Appointed May 2006)					X		X
Diane Williams	X	X	×	X	X	X	X

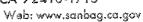
Commuter Rail Meetings are held on odd months



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*	San Bernardino	County	Transportation	Commission	San Berr	arci	no	Cou	ıniy	Tran	sportation	Authority
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■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

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<i>Minute</i>	A $C$ $II$ $O$ $II$
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	AGENDA ITEM	1:3
Date:	July 19, 2007	
Subject:	Election of Officers	
Recommendation:*		elections for members to serve as Chair and tail Committee for terms ending June 30, 2008.
Background:	June 30, 2007. Election of Cha	the Chair of each policy committee expired on air and Vice Chair for each policy committee is to election of Officers, which occurred at the June
	and Vice Chair of the Commu Policies do not prohibit re-elec	ion to be conducted, which will identify the Chair ster Rail Committee to serve until June 30, 2008. tion of current Chair and Vice Chair, if so deemed ste listing of policy committees, membership and for reference.
Financial Impact:	This item has no financial impa	act upon the Fiscal Year 2007/2008 budget.
Reviewed By:	This item is scheduled for July 19, 2007.	review by the Commuter Rail Committee on
Responsible Staff:	Michael Bair, Director of Trans	sit and Rail Programs
*		
<u> </u>		Approved Commuter Rail Committee
		Date:
		Moved: Second:
		In Favor: Opposed: Abstained:
		Witnessed:

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## Page 1 of 3

# SANBAG Policy Committee Membership

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COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 6 Mt/Desert (2 City, 1 County) 7 City members shall be SANBAG Board 7 Members elected by caucus of city 8 SANBAG Board Members within the 8 subarea. Supervisors collectively select 8 their representatives. The SANBAG 9 Vice President shall serve as Chair of the 8 Administrative Committee.	Makes recommendations to Board of Directors and:  (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight.  Committee has authority to approve contracts of up to \$25,000 with Board of Directors ratification to follow.	Gary Ovitt, Supervisor, Vice President (Chair) Lawrence Dale, Barstow, President (Vice Chair) Dennis Hansberger, Supervisor, Past President Paul Biane, Supervisor Robert Christman, Loma Linda Kevin Cole, Twentynine Palms Bea Cortes, Grand Terrace Paul Eaton, Montclair Josie Gonzales, Supervisor Brad Mitzelfelt, Supervisor Gwenn Norton-Perry, Chino Hills Rick Roelle, Apple Valley	6/30/2008 6/30/2008 6/30/2008 12/31/2007 12/31/2008 12/31/2008 12/31/2007 12/31/2007 12/31/2007
Commuter Rail Committee  Nine Valley-elected officials, four of who shall be the Southern California Regional Rail Authority primary (*) and alternate (**) members.  The terms of appointments for SCRRA members and alternates shall be concurrent with their term on SCRRA.  The four remaining members shall be SANBAG Board Members appointed by the SANBAG President for two-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County.  * SCRRA Primary Member  ** SCRRA Alternate Member	Pat Gilbreath, Redlands (Chair)** Kelly Chastain, Colton Robert Christman, Loma Linda Bea Cortes, Grand Terrace Paul Eaton, Montclair * Pat Morris, San Bernardino* Diane Williams, Rancho Cucamonga** Paul Leon, Ontario Larry McCallon, Highland	Indeterminate (6/30/2007) 12/31/2007 12/31/2008 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
Mountain/Desert Committee  Membership consists of SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion.  The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Rick Roelle, Apple Valley (Chair) Dennis Hansberger, Supervisor (Vice Chair) Kevin Cole, Twentynine Palms Lawrence Dale, Barstow Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Chad Mayes, Yucca Valley Brad Mitzelfelt, Supervisor Trinidad Perez, Adelanto Mike Rothschild, Victorville Rebecca Valentine, Needles	Indeterminate (6/30/2008) Indeterminate (6/30/2008) Indeterminate

# SANBAG Policy Committee Membership

July 11, 2007

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Maior Projects Committee	Provides policy guidance and recommendations to the Board of	John Pomierski, Upland (Chair)	Indeterminate (6/30/2008)
Membershin consists of SANBAG Board	Directors on issues related to the Measure I Major Projects in the	Grace Vargas, Rialto (Vice Chair)	Indeterminate (6/30/2008)
Members from jurisdictions in the Valley	Valley.	Kelly Chastain, Colton	Indeterminate
and County Supervisors representing		Paul Biane, Supervisor	Indeterminate
areas in the Valley.		Robert Christman, Loma Linda	Indeterminate
	ugu ya ka	Bea Cortes, Grand Terrace	Indeterminate
		Paul Eaton, Montclair	Indeterminate
		Pat Gilbreath, Redlands	Indeterminate
		Josie Gonzales, Supervisor	Indeterminate
		Dennis Hansberger, Supervisor	Indeterminate
		Larry McCallon, Highland	Indeterminate
		Patrick Morris, San Bernardino	Indeterminate
	A CONTRACTOR OF THE CONTRACTOR	Gwenn Norton-Perry, Chino Hills	Indeterminate
		Mark Nuaimi, Fontana	Indeterminate
		Gary Ovitt, Supervisor	Indeterminate
		Richard Riddell, Yucaipa	Indeterminate
		Paul Leon, Ontario	Indeterminate
	***************************************	Diane Williams, Rancho Cucamonga	Indeterminate
		Dennis Yates, Chino	Indeterminate
Plans & Programs Committee	Provides ongoing policy level oversight for:	Mark Nuaimi, Fontana (Chair)	12/31/2007 (6/30/2008)
Membership consists of three city	(1) State and federal funding and programming requirements	Paul Eaton, Montclair (Vice Chair)	12/31/2008 (6/30/2008)
SANBAG Board Members from each of	and related actions;	Paul Biane, Supervisor	Indeterminate
the West Valley, East Valley, and	(2) Congestion Management Program, Comprehensive	Kevin Cole, Twentynine Palms	12/31/2007
Mountain/Desert subregions and all	Transportation Plan, and input into the Regional Transportation	Bea Cortes, Grand Terrace	12/31/2007
County Supervisors.		Josie Gonzales, Supervisor	Indeterminate
of city SANRAG Board Members within	(3) Iransii, Cali Box, Ridesnare, and Freeway Service Fairoi	Dennis Hansberger, Supervisor	Indeterminate
the subarea.	programs.	Larry McCallon, Highland	12/31/2008
	Committee has authority to animove contracts of un to \$75 (M)	Chad Mayes, Yucca Valley	12/31/2008
	with notification to Board of Directors	Gary Ovitt, Supervisor	Indeterminate
		Brad Mitzelfelt, Supervisor	Indeterminate
		Richard Riddell, Yucaipa	12/31/2008
		Rick Roelle, Apple Valley	12/31/2008
		Diane Williams, Rancho Cucamonga	12/31/2007
Policy Committee Meeting Times			THE RESERVE AND PROPERTY OF THE PROPERTY OF TH

Mountain/Desert Committee Plans & Programs Committee Commuter Rail Committee Major Projects Committee Administrative Committee

Second Wednesday, 9:00 a.m., SANBAG Offices
Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Third Friday, 9:00 a.m., Apple Valley
Third Wednesday, 1:00 p.m., SANBAG Offices

July 11, 2007

## SANBAG Ad Hoc Committees

	71	I	1
MEMBERSHIP	Lawrence Dale, Barstow Pat Gilbreath, Redlands Robert Christman, Loma Linda	Kelly Chastain, Colton (Chair)  Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert Josie Gonzales, SBCO, representing the East Valley John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair Pat Morris, San Bernardino, representing the East Valley Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.	Pat Morris, San Bernardino, Chair Mark Nuaimi, Fontana Pat Gilbreath, Redlands Richard Riddell, Yucaipa Larry McCallon, Highland
PURPOSE	Makes recommendations to the Administrative Committee on issues including, but not limited to, the size and timing of bond sales, additional bonds test, debt structure (maturities, fixed verses variable, redemption provisions), bond permitted investments, and use of hedging strategies.	Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.	Reviews and provides guidance on litigation with San Bernardino County Flood Control District (Colonies Development).
COMMITTEE	Ad Hoc Committee on Debt Financing In January 2007, the SANBAG President was authorized to appoint 3 to 5 members to this committee. In May 2007, Lawrence Dale (Barstow); Pat Gilbreath (Redlands); and Robert Christman (Loma Linda) were appointed.	Ad Hoc Committee to Review Council of Government Roles In June 2006, the SANBAG President appointed the committee.	Ad Hoc Committee on Lifigation with San Bernardino County Flood Control District (Colonies Development) In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development



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■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority

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Minute Action											
AGENDA ITEM: 4											
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Receive and Provide Information.											
In November 2005 the California High-Speed Rail Authority received certification of its program-level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS). Since that time the Authority has begun implementation of the 700+ -mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. The Authority has updated the ridership and revenue forecast through a study prepared for the Bay Area Metropolitan Transportation Commission. The study shows a potential ridership of between 86 million to 117 million per year and revenue of between \$2.6 billion and \$3.9 billion by 2030.  On March 15, 2007, the Authority and the Federal Railroad Administration (FRA) began the next-tier Program EIR/EIS to address the choice of corridor/general alignment and station locations for the San Francisco Bay Area to Central Valley segment. The Authority and FRA have released two Notices of Preparation (NOP) and Notice of Intent (NOI) for the preparation of project-level EIR/EIS documents for the Los Angeles to Palmdale and Los Angeles to Anaheim segments. (See attached for SCRRA comments on these two segments and the various high-speed initiatives.)											
***************************************											
Date:											
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The Authority is also beginning work on the assessment of the Los Angeles to Riverside alignment to verify the preferred alignment identified in the Program EIR/EIS document. Beginning in the Summer of 2007 the Authority expects to initiate the preparation of a Project-Level EIR/EIS and preliminary engineering for the entire Los Angeles to San Diego alignment. Consulting representatives of the Authority will be presenting a status of this work and the project as a whole.

Also included with this item is a copy of an article that appeared in the <u>LA Times</u> on April 29<sup>th</sup> and the <u>Inland Valley Daily Bulletin</u> on May 13<sup>th</sup>.

Financial Impact: This item has no immediate impact on the SANBAG Budget. The work effort

involved with monitoring the various high-speed initiatives is funded under Task 35207000 – General Commuter Rail. The funding source is LTF - Planning.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

## **METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

April 20, 2007

Mr. Dan Leavitt Deputy Director California High Speed Rail Authority 925 L Street, Suite 1425 Sacramento, CA 95814

Member Agencies: Los Angeles County Metropolitan Transportation Authority. Crange County Transportation Authority. Riverside County Transportation Commission. San Bernardino Associated Governments. Ventura County Transportation Commission. Ex Officio Members: Southern California Association of Governments. San Diego Association of Governments. State of California

Re: Environmental Impact Statement for the California High Speed Train System From Palmdale to Los Angeles, CA

Dear Mr. Leavitt:

The purpose of this letter is to highlight issues that need to be addressed on several topics associated with the development of the scope of the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High Speed Train System. Our comments are based upon the Notice of Intent issued by the Federal Railroad Administration (FRA) U.S. Department of Transportation (DOT) on March 15, 2007.

The Southern California Regional Rail Authority (SCRRA) is a California joint powers authority which is the operator of Metrolink commuter rail service and, acting for our member agencies, operates and maintains railroad right-of-way in the six county area utilized by our commuter rail service, Amtrak Pacific Surfliner and long distance service, and Union Pacific and Burlington Northern Santa Fe freight service. Our five member agencies own the rights necessary to operate commuter rail on existing rights-of-way. As a procedural matter, we draw your attention to the mandatory consulting provisions of State CEQA Guidelines Section 15086, which indicates, among its other relevant requirements, that SCRRA, as well as a number of its public agency members and city and county station locations are covered by the mandatory consultation requirements of this section. In addition, the SCRRA, our member agencies, and city and county station owners will need to approve zoning, construction and operating entitlements, and are therefore responsible agencies for purposes of CEQA. Further, SCRRA staff offers specific geographic and technical expertise in the 5-county Metrolink service area.

At this time, the SCRRA Board has three substantive areas of concern: Service Competition and impacts on Metrolink stations and surrounding communities, Right-of-way / Construction Conflicts, and Metrolink Subsidy / Operating and Capital Cost Impacts.

A number of our concerns were raised in earlier correspondence, including August 2004 comments. Most of the Authority's responses to Metrolink's concerns in that process concluded that Metrolink's concerns needed to be addressed at the project level analysis and that the Authority would work closely with SCRRA should project level analysis go forward. Now that we are at the project level review for CEQA purposes, SCRRA anticipates that a schedule for such close cooperation will be established in the near future so that the Authority can address the concerns in this letter and others, which may arise during the review process well before the release of the draft for public review. We request you set up a schedule to allow for regular consultation during the EIS/EIR process.

Further, the Program EIR findings, mitigation measures and Statement of Overriding Considerations are based only upon the Program level analysis by their own terms. Therefore, SCRRA anticipates that the evaluation at the project level will be at a completely new level of substantive analysis so that the Authority will have substantial evidence in the record on which decisions can me made and which can adequately support any project level findings.

The concerns that should be addressed in our three broad interest areas are summarized below.

Service Competition – Separate analyses are required to clearly understand the potential competitive and complementary service issues between Metrolink and High Speed Train service. To be complementary, the Metrolink service will have to be treated as an independent commuter rail operation and as an inter-city feeder service to the new state high-speed trunk line. Complementary operating plans and common station access elements must be developed. The impacts of the High Speed Train system on Metrolink's potential to grow consistent with the adopted 2007 SCRRA Strategic Assessment must be considered in the EIR/EIS.

Eighty-eight percent of Metrolink riders who formerly made the trip, drove alone or carpooled before switching to Metrolink. By taking these cars off the road, Metrolink has a significant beneficial environmental impact to air quality and freeway congestion. We are concerned that the High Speed Train system, by limiting our growth capacity, limiting access to our stations, or by increasing our operating costs or subsidies, will limit our ability to meet projected ridership demand and to continue to divert automobile trips. The environmental documentation for the High Speed Train system will have to address the potential for the new service to create an adverse environmental impact.

The Metrolink stations are owned by the local cities or the SCRRA member agencies, not by the SCRRA. Station cities that are continuing to invest in what are proposed to be joint Metrolink / High Speed Train stations would be faced with a quantum increase in station access issues and operational costs. These jurisdictions are already experiencing

community and financial impacts as their stations approach design capacity. The new demand would exceed current capacity at proposed shared stations and could cause current Metrolink riders to divert to non-HST stations in the corridor, thus creating spillover parking issues. The impact of this added burden on these cities would have to be considered in order for the High Speed Train project to accurately reflect the additional capital cost to expand street and highway access, station parking and transit facilities and the ongoing subsidy required to operate the expanded stations and/or the greatly increased transit access. We strongly suggest that you communicate directly with the potentially affected jurisdictions. The cities potentially affected by the HST stations include Lancaster, Palmdale, Santa Clarita, Sylmar, San Fernando, Burbank, Glendale, and Los Angeles.

The issues that must be addressed in the EIR/EIS are listed below:

- a. The impact of Metrolink rider diversion to the High Speed Train System
- b. The impact of the High Speed Train system on growth of Metrolink due to both physical and financial constraints on Metrolink's ability to expand service
- c. The impact of the High Speed Train system on growth of goods movement by rail and SCRRA member agencies needs to describe ownership and financial responsibility for construction and operation of stations, including platforms, parking, customer information systems, ticket vending systems, security, and federal common carrier obligations due to physical and financial constraints on Metrolink.
- d. The impact of the high speed train system on joint station access requirements (must consider both parking and transit feeder needs)
- e. Additional costs and impacts in the vicinity of station locations related to street and highway congestion
- f. Since this will be an FRA safety-regulated operator, identification of construction requirements and costs and increased operating costs unique to such an operation must be addressed.
- g. FRA requirements and limitations for shared use of Metrolink-dispatched lines that carry commuter and high-speed passenger and freight services must also be addressed and in particular the use of compliant or non-compliant vehicles in shared corridors.

Right-of-way / Construction Conflicts – Segments of the High Speed Train technology will require a dedicated right-of-way, and will likely be constructed on aerial structure with aerial stations above Metrolink and freight tracks. Other segments of the High Speed Train network, in congested urban corridors, may be operated on either a shared corridor or even a shared track basis with capital investment necessary to allow higher-speed train operations consistent with FRA regulations. Design coordination is required with the owners of the rights-of-way, Amtrak, Caltrans, the commuter and freight operators, and the station owners during the scoping of the EIR/EIS. Specific issues related to SCRRA right-of-way include the following:

- a. Adopted regional plans call for Metrolink service to grow from 42,000 daily riders to more about 100,000 daily riders by 2020, increased Amtrak intercity service and freight train growth. To accommodate this growth, SCRRA and the other railroad owners will need to expand track capacity. The construction of a new High Speed Train structure and/or integration of High Speed rail into atgrade track facilities on existing rail right of way will require the use of valuable and irreplaceable rail corridor property that could have otherwise been used to expand conventional rail service facilities. The detailed design of the High Speed Train system must actually re-design the whole rail corridor for this combination of uses, and must recognize the ultimate build-out of the conventional system as described in the SCRRA Strategic Assessment adopted by the SCRRA Board on January 26, 2007 and available on the Metrolink website at www.metrolinktrains.com. Some of the details to consider in these designs are impacts on parallel and transverse utilities (buried and aerial), sight lines for signals and stations, passenger access to stations, future additional tracks, rail corridor maintenance equipment and maintenance personnel access, acts where the design forces tracks closer to adjoining sensitive receptors.
- b. The California DOT has adopted and environmentally cleared plans for "run thru" tracks (unfunded as of March, 2007) south of Union Station. The HSR project should either avoid impacting the as-designed project or should include an alternate project of similar utility.
- c. For those segments of the High Speed Train network, in congested urban corridors, that may be operating in mixed traffic, the EIR/EIS must address the impacts on both passenger and freight rail service of the shared use of existing rail rights-of-way. The issues related to operating FRA compatible or non-compatible equipment on a shared corridor or shared track basis and operating California PUC compliant platforms and horizontal and vertical clearances should be determined very early in the project development process and before preliminary track alignment and station configurations are determined. Some but not all of the impacts to be addressed will include:
  - FRA regulation,
  - use of compliant or non-compliant vehicles for both the shared track and shared corridor scenarios,
  - constraints on growth of existing passenger and freight rail services,
  - SCRRA member agency common carrier obligations,
  - competition between these modes, and
  - operational impacts.
  - California PUC regulations regarding vertical and horizontal clearances including those regulations specifically pertaining to platforms.
- h. The use of the SCRRA alignment through the area around our Central Maintenance Facility has unacceptably sharp curves for high-speed trains. The High Speed Train alignment may need to return to the original Southern Pacific alignment (on a viaduct?) parallel to San Fernando Road.

- i. If the High Speed Train route (either as a spur or enroute to Bakersfield) follows the SCRRA corridor through the Santa Clarita/Soledad canyon, almost no use of the actual right of way is feasible due to curvature and erosion threats from the river. A new alignment with larger radius and above flood stages is required. This corridor should be environmentally cleared to be shared with the SCRRA commuter service.
- j. The impact on Metrolink services during construction of the High Speed Train stations and coordination of construction without significantly disrupting the existing service at Metrolink Stations also needs to be carefully addressed in the EIR/EIS. Construction staging plans should ensure the construction does not materially interfere with the passenger flows at stations.
- k. Similarly the construction impacts of the High Speed Train system on both SCRRA and freight operations must be carefully addressed in the EIR/EIS. Construction staging plans should ensure the construction does not materially interfere with the operating speeds and number of available tracks of the corridors during all stages of construction and does not place undue burden on Metrolink's ability to provide resources (equipment, flag persons, signal and track maintenance forces, engineering review and approval) to support the project. As a general rule any construction activity involving excavations, structures, or significant grading or related activities which is closer than 30 feet to an existing (or future built track) could pose a significant impact on ongoing operations. In order to avoid impacts to ongoing Metrolink operations, most of the construction work within the rail corridor will occur at night and on weekends during when rail traffic levels are lessened. The impacts of performing this nighttime and weekend work should be clearly defined.
- Adding Overhead Catenary System (OCS) to these joint passenger and freight corridors may have severe institutional and cost impacts, which must be addressed if proposed.
- m. Other considerations for shared use of tracks are platform height, ride quality, and right of way security. European HSR trains use platforms that are floor height (approximately one meter above the rail), however clearance requirements for tracks used by freight trains prohibit such platforms in California. High platforms do offer the safest, quickest boarding. Station bypass tracks for freight trains and separate platforms for commuter and regional trains on the bypass tracks may be required.
- n. The primary design element of typical high-speed operation is that it is completely grade separated from highway (and pedestrian) traffic. If an existing railroad corridor is used for a High Speed Train route, the grade separation effort must result in separating all rail lines from conflicting traffic. These design criteria should include station and platform access. Failure to grade separate all rail lines will result in a permanent grade crossing conflict, since with the High Speed Train line separated, there will most often be no other possible vertical or horizontal area in which to adjust the street or existing track profile. This imposes

an unacceptable burden on the community (risk of accident, noise, traffic delay) and on the rail operators (accident, liability, speed constraints) and a significant potential growth constraint.

- o. ROW availability must be considered not only for Metrolink, but also for freight expansion (double tracking, station conflicts) or any other transportation priorities of ROW owners
- p. The EIR/EIS should address engineering feasibility of any partial use of any existing ROW.
- q. Environmental impacts of constructing outside the existing ROW will need to be addressed.
- r. The EIR/EIS must address the impact of shade, shadow, noise and vibration in non-industrial areas.

The corridors owned by SCRRA member agencies were conveyed by their original owners, the freight railroads, with the perpetual right to continue their freight business. Some of these lines are a part of the Strategic Network as identified by the U.S. Department of Defense. All are a part of the regional and national economy. Even lines that do not see heavy daily freight traffic are important redundant lines that are vital to continued goods movement when operating problems (fires, floods, wrecks, earthquakes) disrupt other lines. The general trend in rail freight traffic is increasing. The HSR project cannot diminish the utility of these corridors to continue to perform their goods movement function. Examples of freight considerations include grade (e.g. at highway separation projects), signal placement, freight customer access tracks, and clear length of freight sidings.

The exclusive use of existing rail corridors will likely impose geometric constraints on the High Speed Train system because the design criteria for classical rail lines tolerated much sharper curves. It is expected that the High Speed Train system will deviate from existing rail corridors at locations of sharp curvature. At these locations where the alignment of an existing corridor is improved the best thing for all transportation stakeholders would be to share this improved alignment with the present passenger users of the corridor. This should result in timesavings for all rail passengers, and the opportunity to return the old alignment back to exclusive freight service or another land use.

There may be several opportunities to mitigate the impact of the High Speed Train system that will reduce the impacts of other rail operations. Examples of this include the elimination of whistle noise (due to grade separation), sound barriers that isolate all rail vehicles, and possibly landscaping/linear parks along the new and existing rights of way. These positive benefits should be identified and integrated into the environmental process.

Metrolink Subsidy / Operating Cost Impacts – SCRRA staff is not yet convinced of the viability of profitable High Speed Train operations and is concerned that already scarce federal, state and local resources will be diverted to meet operating and maintenance subsidy and debt service if revenue projections are not met.

Metrolink and the High Speed Train system would have several common stations on all lines of the Metrolink system. SCRRA staff is very concerned with the operational subsidy requirements of these stations as well as the Metrolink system, particularly if the competition results in the High Speed Train system attracting riders from Metrolink trains rather than from single occupant vehicles. In addition, a logical consequence of lower than expected High Speed Train ridership would be to seek operating subsidies that would allow reduction of fares, a double edged sword for Metrolink since High Speed Train would be competing for subsidies and offering more competitive fares to attract Metrolink riders. Diversion of these subsidies from Metrolink to High Speed Train would have a significant effect on the viability of the Metrolink system. By taking cars off the road, Metrolink has a beneficial environmental impact. By increasing our operating costs or subsidies the High Speed Train system will limit our ability to meet projected ridership demand and to continue to divert automobile trips. Should this occur, the High Speed Train system would have an adverse environmental impact, which must be explicitly addressed in the EIR/EIS.

Detailed analysis is needed to determine if it is financially feasible for Metrolink to become a cost-effective High Speed Train feeder rail service, as envisioned given our projected headways as described in the SCRRA Strategic Assessment. In addition, subsidy policies and fare policies need to be evaluated as a coordinated set rather than in isolation so that the fare subsidy costs could be properly allocated through an equitable interagency agreement.

The EIR/EIS should address the mitigation of loss of revenue opportunity to the SCRRA and its member agencies in the areas of fiber optic, freight dispatch, billboard, and other commercial uses of our property.

Tracks used by large numbers of freight trains are difficult to maintain to the limits of track geometry deviations required for even moderately high-speed passenger trains. This situation can be mitigated by careful selection of components and design of infrastructure, and by careful management of the maintenance process, including payment to line owners for higher levels of maintenance. The EIR/EIS needs to evaluate the maintenance windows required for joint operation and potential adverse impacts due to 24-hour maintenance operations or reductions in operating capacity due to speed restrictions.

A thorough grade separation program can enhance right of way security for both HSR and improved conventional lines. Unless and until such separation is achieved, additional

of freight service obligations, preservation of freight and Metrolink expansion plans, and compatibility with the existing Metrolink signal and communications system.

We look forward to hearing from you by June 1, 2007 providing a detailed project schedule in more detail than provided on your website to allow for regular consultation during the process to allow SCRRA to make meaningful comment and appropriately support your project milestones. Should you have any questions regarding our comments, please call me at (213) 452-0273 or Darrell Maxey at (213) 452-0250.

Sincerek

DANID SOLOW

Chief Executive Officer

Cc: SCRRA Board

SCRRA Member Agency Executive Directors

SCRRA TAC

Cities of Burbank, Glendale, Lancaster, Los Angeles, Palmdale, San Fernando.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

April 20, 2007

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Member Agencies: Los Angeles County Metropolitan Transportation Authority. Orange County Transportation Authority. Riverside County Transportation Commission. San Bernardino Associated Governments. Ventura County Transportation Commission. Ex Officio Members: Southern California Association of Governments. San Diego Association of Governments. State of California

Re: Environmental Impact Statement for the California High Speed Train System From Los Angeles to Orange County, CA

Dear Mr. Leavitt:

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community and financial impacts as their stations approach design capacity. The new demand would exceed current capacity at proposed shared stations and could cause current Metrolink riders to divert to non-HST stations in the corridor, thus creating spillover parking issues. The impact of this added burden on these cities would have to be considered in order for the High Speed Train project to accurately reflect the additional capital cost to expand street and highway access, station parking and transit facilities and the ongoing subsidy required to operate the expanded stations and/or the greatly increased transit access. We strongly suggest that you communicate directly with the potentially affected jurisdictions. The cities potentially affected by the HST stations include Los Angeles, Norwalk, Santa Fe Springs, Buena Park, Fullerton, and Anaheim.

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- b. The impact of the High Speed Train system on growth of Metrolink due to both physical and financial constraints on Metrolink's ability to expand service
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- b. The no-build alternative must include those funded projects in design or construction along these corridors. These projects include the Caltrans/BNSF triple track project between Los Angeles and Fullerton and the Orange County Transportation Authority (OCTA) improvements between Fullerton and Laguna Niguel to support 30-minute headways between these two stations.
- c. Caltrans, BNSF, Amtrak, and Metrolink have developed a concept for building up the BNSF corridor to four tracks from Los Angeles to Fullerton with passenger service generally on the two south tracks and freight service on the two north tracks (however all tracks would be available to all operators for purposes of detours around work or delivery of local freight). This four-track configuration should be the starting point for any discussion on adding HSR service to this line.
- d. The SCRRA, Amtrak, and BNSF should continue to enjoy the utility of the two tracks, at a minimum 79 MPH operations, on the west bank of the Los Angeles River.
- e. Other projects such as the Alternatives Analysis for the Harbor Subdivision also access LAUS from Redondo Junction. These studies should be addressed.
- f. The California DOT has adopted and environmentally cleared plans for "run thru" tracks (unfunded as of March, 2007) south of Union Station. The HSR project should either avoid impacting the as-designed project or should include an alternate project of similar utility.
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- SCRRA member agency common carrier obligations,
- competition between these modes, and
- operational impacts.
- California PUC regulations regarding vertical and horizontal clearances including those regulations specifically pertaining to platforms.
- h. The rail access to Los Angeles Union Station must also be studied very carefully. There are already several different projects proposing to access this station. The railroad right-of-way into the station is already limited. The feasibility of constructing then operating and maintaining an HSR elevated station and concourse over an extremely busy rail terminal with existing tracks and platforms served by diesel locomotive trainsets must be thoroughly considered. In addition, the idea of dropping tens of thousands of High Speed Train passengers into Union Station must include potentially significant improvements to the pedestrian, baggage, and transit connection services. This may be slightly mitigated if Los Angeles is not an end point terminal (e.g. the line continues toward LAX) as the station tracks would not be held by trains awaiting servicing and turning for return trips.
- i. The impact on Metrolink services during construction of the High Speed Train stations and coordination of construction without significantly disrupting the existing service at Metrolink Stations also needs to be carefully addressed in the EIR/EIS. Construction staging plans should ensure the construction does not materially interfere with the passenger flows at stations.
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Detailed analysis is needed to determine if it is financially feasible for Metrolink to become a cost-effective High Speed Train feeder rail service, as envisioned given our projected headways as described in the SCRRA Strategic Assessment. In addition, subsidy policies and fare policies need to be evaluated as a coordinated set rather than in

isolation so that the fare subsidy costs could be properly allocated through an equitable interagency agreement.

The EIR/EIS should address the mitigation of loss of revenue opportunity to the SCRRA and its member agencies in the areas of fiber optic, freight dispatch, billboard, and other commercial uses of our property.

Tracks used by large numbers of freight trains are difficult to maintain to the limits of track geometry deviations required for even moderately high-speed passenger trains. This situation can be mitigated by careful selection of components and design of infrastructure, and by careful management of the maintenance process, including payment to line owners for higher levels of maintenance. The EIR/EIS needs to evaluate the maintenance windows required for joint operation and potential adverse impacts due to 24-hour maintenance operations or reductions in operating capacity due to speed restrictions.

A thorough grade separation program can enhance right of way security for both HSR and improved conventional lines. Unless and until such separation is achieved, additional fencing, signage, lighting, and education of the public, money for maintenance of these features, and increased attention by law enforcement agencies is essential. The mitigating project safety elements should be clearly described in the EIR/EIS.

## Capital Cost Impacts

SCRRA staff is concerned that construction of the High Speed Train system will divert already limited state and federal funding from Metrolink projects. Although the two systems serve quite distinct interregional needs, the High Speed Train system should not be funded in lieu of funding for expansion of the Metrolink system. The EIR/EIS must address the effect on available public funding for all passenger and freight rail systems in the state.

## Process and Review Issues

Once conceptual designs and the draft EIR/EIS have been completed, SCRRA would be happy to make more detailed comments. Should you wish to make that information available on an earlier time schedule, we would be available to submit interim reviews. On that point, the draft public review schedule continues to anticipate an unrealistically short time for a reasonable review of these documents by interested parties. More than 45 days is clearly required in a project of this magnitude with a multiplicity of anticipated adverse environmental impacts. As we indicated in earlier correspondence, this project meets the unusual circumstances test required to increase the public comment period under CEQA. As an example, the joint EIS/EIR for the Los Angeles International Airport Proposed Master Plan Improvements had a public review period of 180 days. Furthermore, it seems to be just poor public relations to give interested parties 45 days to review these environmental documents which have taken years for the Authority to draft.

Therefore, SCRRA requests that at least a 180-day public review period for this project be incorporated into the schedule. The draft schedule for finalization of the environmental documents after the comment period closes also seems unreasonably short. In light of the number of substantive comments which can reasonably be expected, and the requirement to provide written responses which provide a good faith reasoned analysis with supporting factual information, a time period this short suggests the comments to the documents could not be appropriately evaluated and incorporated into the final documents.

We request that all comment letters be posted on your website. If this is not possible, we would request copies of all comments received within two weeks of the close of the review period, as well as any comment letters delivered late.

In addition, we expect to review all designs within the territory owned by our member agencies and be reimbursed for this review. The review will provide guidance on technical and regulatory compliance with the California PUC and Federal track and signal standards, SCRRA engineering standards, access for maintenance and preservation of freight service obligations, preservation of freight and Metrolink expansion plans, and compatibility with the existing Metrolink signal and communications system.

We look forward to receiving from you by June 1, 2007 a project schedule in more detail than provided on your website to allow for regular consultation during the process. This will allow the consultation to begin so that SCRRA may make meaningful and timely comment and appropriately support your project decision process. Should you have any questions regarding our comments, please call me at (213) 452-0273 or Darrell Maxey at (213) 452-0250.

Sincerely,

™∕SOLOW

Chief Executive Officer

Cc: SCRRA Board

SCRRA Member Agency Executive Directors

SCRRA TAC

Cities of Anaheim, Buena Park, Commerce, Fullerton, Irvine, Lancaster, Los

Angeles, Norwalk, Orange, Santa Ana, Tustin.

## **ITEM 15**

## APRIL 7, 2000

TO:

MEMBERS AND ALTERNATES - 4/14 MEETING

FROM:

CHIEF EXECUTIVE OFFICER

SUBJECT:

"HIGH SPEED" INITIATIVES

## **ISSUE**

There are various high-speed initiatives underway. The SCRRA role as an agency submitting comments needs to be defined.

## RECOMMENDATION

The Planning and Finance Committee recommends the SCRRA Board authorize the Chief Executive Officer to submit comments on:

- 1. Proposed services which may be competitive versus complementary of Metrolink service.
- 2. Activities that impinge in any way on member agency owned right-of-way or access agreements with freight railroads or other property owners (i.e. L. A. Union Station).
- 3. Services or activities, which, as proposed, would increase Metrolink operating costs or subsidy requirements.

## COMMITTEE REVIEW

At the March 24 meeting, the Planning and Finance Committee approved the Chief Executive Officer's recommendation to submit comments on "High Speed" Rail initiates as proposed.

## BACKGROUND

Currently, there are a number of high-speed rail initiatives being developed in the State with potential impacts on existing and future Metrolink services. These initiatives include:

- California (SCAG) Magley Development Program
- Amtrak California (Intercity) Passenger Rail Project
- California High Speed Rail Authority Statewide Intercity Rail Plan

SCRRA Members and Alternates – 4/14 Meeting April 7, 2000 Page 2

These initiatives may affect Metrolink and our member agencies in various ways as follows:

• Competitive versus Complementary Services

It is important that any analysis of these projects, in order to make informed policy decisions, include detailed descriptions of not only the project itself, but also its impact on other privately and publicly provided services. A new service, for example, from Santa Clarita, on the high-speed rail network might "feed" riders to Metrolink or might take away riders. Public agencies have invested heavily in the Metrolink system and need to be able to make informed decisions as to an appropriate policy direction. There will be instances where alternatives modes to Metrolink will be more efficient and vice versa. That analysis needs to be done but is rarely included in the individual project analysis.

Impacts on Member Agency Projects

Often initiatives assume the availability of member agency properties for their use, rarely looking at the member agency's or Metrolink's own plans for the property. Rights-of-way are valuable and often cannot be easily replicated. It is important that SCRRA comment when there is a proposed activity that impacts the right-of-way SCRRA is charged to operate and maintain.

Proposals which will impact SCRRA Operating Costs

Metrolink can be impacted in a variety of ways by new initiatives in common corridors. It can be in the marketplace, as defined above where passenger rail markets are split. It could also be the new initiatives when built above or added to existing Metrolink network will increase operating costs. A prime example is the purposed Amtrak High Speed program. It is likely there will be proposed capital projects who principal beneficiary is the Amtrak program and it can be argued are not needed for current or future Metrolink service. An example could be 125 MPH operation, which while needed to meet Amtrak trip time goals, has limited utility to Metrolink with 3-5 mile station spacing. Metrolink needs to identify the incremented operating costs and ensure the beneficiary party gets that cost.

In general, staff purposes to not get into discussions of alternative corridor alignments or appropriate terminal points. These are issues for our member agencies as transportation planning agencies in the L. A. basin. Once alignments are designated and if issues arise in the specific areas noted above, staff proposes to comment within the designated framework.

Significant issues requiring Board action will be placed on the Committee and Board agendas. The CEO will keep the Board informed of any comments presented.

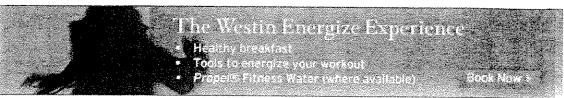
SCRRA Members and Alternates – 4/14 Meeting April 7, 2000 Page 3

## BUDGET IMPACT

This item itself has no budget impact. If additional technical assistance is required this may require a future action by the Board.

DAVID SOLOW Chief Executive Officer





http://www.latimes.com/news/local/la-fi-rail.29apr29,1,2348865.story?ctrack=1&cset=true

#### THE STATE

### High-speed rail system may be derailed

Schwarzenegger moves to slash funding for the system, citing other transportation needs. By Marc Lifsher
Times Staff Writer

April 29, 2007

SACRAMENTO — For more than a decade, policymakers have debated, studied and scoped out a high-speed rail line that would whisk travelers between downtown Los Angeles and San Francisco in 2 1/2 hours.

But, this year, the \$40-billion dream of building a Japanese- or European-style bullet train through the Central Valley may find itself stopped in its tracks.

Even as state lawmakers visited France earlier this month for a glimpse of a passenger train as it set a world rail speed record of 357 mph, Gov. Arnold Schwarzenegger was applying the brakes to California's plan for a high-speed system.

The governor wants "to quietly kill this — and not go out and tell the people that high-speed rail isn't in the future," said state Sen. Dean Florez (D-Shafter). The lawmaker from the southern San Joaquin Valley is counting on the trains to help bring jobs to his district.

Schwarzenegger asked the Legislature in his 2007 budget to slash money for the California High-Speed Rail Authority. The governor also wants lawmakers to postpone indefinitely a \$9.95-billion rail bond issue that is slated to appear on the November 2008 ballot.

Adam Mendelsohn, a spokesman for the governor, said Schwarzenegger still wanted to build a bullet train — just not any time soon: "Right now, the voters are crying for relief from congested freeways. That's the immediate priority."

The governor's moves come as the rail authority, which already has cleared its first environmental hurdles, is about to begin some crucial steps, including engineering, right-of-way acquisition and financial planning.

At stake is a 700-mile rail corridor with no potentially dangerous vehicle crossings. It would follow several routes from Sacramento and the San Francisco Bay Area south through Bakersfield to Los Angeles and San Diego.

Rolling along at up to 220 mph, the electricity-powered train would zip passengers between Los Angeles' Union Station and downtown San Francisco as fast as the fastest plane trip, planners say — factoring in the time to get to the airport and go through security.

And commuters could speed from Anaheim to downtown L.A. in 20 minutes, instead of today's 45-minute

Metrolink journey.

Critics see the high-speed train as a potential boondoggle that would be a drain on the state treasury and a loser that would never pay for itself. Consider, they say, the poor performance of most long-distance U.S. passenger rail service.

They also note that an effort to build a bullet train system between San Diego and Los Angeles in the early 1980s collapsed after coastal residents balked at environmental problems with a route close to the ocean.

Subsequent attempts to link Southern California and Las Vegas with high-speed rail have failed to gain traction.

Supporters disagree. They cite the train's speed, convenience and its less-controversial route. Backers say that based on ridership estimates, the train could rack up an annual operating surplus of as much as \$2 billion by 2030.

California's bullet trains should wow passengers when they take a ride, said Quentin Kopp, chairman of the High-Speed Rail Authority. "Now, when you say trains, people think of Amtrak. But Amtrak is pitiful."

Although slow, three heavily subsidized Amtrak trains crisscross the state. The routes, operated jointly with the California Department of Transportation, have grown in popularity and in fares collected.

The big increases in the three lines operated by Amtrak and Caltrans have not been shared by Amtrak's Coast Starlight train between the Pacific Northwest, the Bay Area and Los Angeles.

Ridership dropped 34% from 1999 to 2006 on the legendary train that offers dramatic views — and notoriously long delays. The Bay Area-to-Los Angeles portion is scheduled to take just over 11 hours but consistently runs from five to 11 hours late.

For her part, Kathryn Hardy, a daily commuter on Amtrak's lumbering San Joaquins line between Sacramento and Modesto, is more than ready for high-speed rail.

"If it's fast and more on time, people would take it because driving is becoming more and more of a hassle," she said.

"A nice, long train ride is romantic and nostalgic, but it's not what people want," Hardy said as she and hundreds of other passengers on a nearly full San Joaquins crawled through the outskirts of towns at 10 mph and repeatedly stopped for passing freight trains.

Rail travel in California could remain Amtrak-slow for years to come if the governor succeeds in putting off the bond vote, said Jo Linda Thompson, a lobbyist for the Assn. for California High-Speed Trains.

"It would be the kiss of death for the train," she said.

If the Legislature goes along with the governor, it would be the third time a state rail bond has been delayed, and boosters said another postponement could kill the measure for good.

Schwarzenegger, who is gaining an international reputation as an environmentalist, recognizes that a network of high-speed trains could help combat global warming, his spokesman said.

But work on the train should wait for improved highways, new dams and prisons, Mendelsohn said. "There are millions of millions of working families who use freeways and roads in California. It's a reality."

Schwarzenegger's budget would reduce the authority to an office with no more than six full-time employees — without the 75 consulting firms with 300 employees it has now. Outside contracts would need to be canceled, route planning put on hold and environmental and engineering work frozen.

The time is now to make the train a reality, said Assemblywoman Fiona Ma (D-San Francisco), who heads the Legislature's informal "high-speed rail caucus." Ma said her recent ride on the speed-record-setting French train made her a believer.

"It felt like we were ready to take off on a jet, but we kept on going faster," she said just after getting off the train.

Another member of the delegation, Assemblyman Bob Huff (R-Diamond Bar), said high-speed rail would be a good transportation alternative for California, but as a fiscal conservative he was worried about the cost.

Ma's supporters in the Legislature and in local governments want to get Schwarzenegger to change his mind. Failing that, they'll try to allocate about \$100 million for the rail authority that the governor wants eliminated. They also oppose his plan to strike the rail bond proposal from the 2008 ballot.

But a top aide to Schwarzenegger says the governor doesn't want to commit state money before lining up private financing.

Asking voters to approve nearly \$10 billion in state borrowing, without first lining up at least \$20 billion in private capital investments, is like the "tail wagging the dog," said David Crane, a former investment banker whom Schwarzenegger recently appointed to the rail authority board.

High-speed rail advocates agree that they'll need to attract billions of dollars from the private sector. However, they caution that investors are unlikely to risk their money without first seeing state dollars upfront.

"We've got to put enough public investment in to see if there is a system that others find appealing" to invest in, said Anaheim Mayor Curt Pringle, a Republican and another new Schwarzenegger appointee to the rail authority.

However it's financed, the idea of streaking from Sacramento to Southern California in a few hours sounded great to Bill Cullifer and his 16-year-old daughter, Katie, as they slowly cruised through Stockton on a 10-hour train and bus trip to Disneyland.

"We could watch a movie on the train and then we'd be there," Katie said before nodding off to sleep.

marc.lifsher@latimes.com

Begin text of infobox

Proposed high-speed train

A proposed high-speed train that would link Northern and Southern California would be competitive with air travel by 2020 and would relieve pressure on air and highway corridors, according to proponents. Here are the proposed routes and estimated door-to-door times between selected cities.

×

Sample trip	Auto	Air	High-speed train*
Los Angeles to	7 hours,	3 hours,	3 hours,
San Francisco	36 minutes	26 minutes	30 minutes
Fresno to	4 hours,	3 hours	2 hours,
Los Angeles	18 minutes		33 minutes
San Diego to	2 hours	2 hours	2 hours
Los Angeles	41 minutes	46 minutes	16 minutes
Burbank to	6 hours,	3 hours	3 hours
San Jose	32 minutes	8 minutes	2 minutes
Sacramento to	2 hours,	No	1 hour
San Jose	33 minutes	service	53 minutes

<sup>\*</sup> Express times, including travel time to and from train station.

Note: Air travel includes time needed to get to and from airports and to pass through airport security.

Source: California High-Speed Rail Authority

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# Schwarzenegger may be hopping aboard rail project

By Steve Lawrence

The Associated Press

SACRAMENTO — California's Hummer-driving, motorcycle-riding governor may be getting on board the state's ambitious high-speed rail project after years of coolness toward the program.

In a recent op-ed column in The Fresno Bee, Gov. Arnold Schwarzenegger extolled the virtues of bullet trains, saying they would help relieve freeway congestion, improve air quality and create greater mobility.

"A network of high-speed rail lines connecting cities throughout California would be a tremendous benefit to our state," the governor wrote.

The column appeared three days after an editorial criticized the Republican governor's "curious coolness" toward rail transit and the high-speed rail project, particularly after the collapse of an Oakland freeway overpass demonstrated the vulnerability of the state's reliance on high-ways."

It seemed to signal a sharp charge in direction for the Republican governor, who in January proposed a 2007-08 state budget that would leave the California High-Speed Rail Authority on life support.

Schwarzenegger also asked lawmakers to remove a \$9.9 billion high-speed and conventional rail bond measure from the November 2008 ballot. The proposal already has been held up twice with Schwarzenegger's support.

Sale of the bonds would help pay for a high-speed rail line between Los Angeles and the San Francisco Bay area. It would be part of a \$40 billion, 700-mile system the authority hopes the state will build, linking Los Angeles, San Francisco, San Diego, Sacramento and Fresno with trains running at top speeds of more than 200 mph.

Supporters say the project would provide a much-needed alternative to crowded freeways and airports as the state grows by an estimated 17 million residents over the next 50 years. board consultants suggests the system could be funded through a combination of state, federal

A Schwarzenegger spokeswoman, Sabrina Lockhart, said the governor "has always believed that high-speed rail has benefits. But his concern is asking taxpayers to mortgage \$10 billion without identifying where the rest of the estimated \$30 billion cost will come from."

In the editorial, Schwarzenegger complained that the state's high-speed rail board had not completed a "comprehensive and credible plan for financing the system so we can get construction under way."

State Sen. Dean Florez, a leading legislative supporter of high-speed rail, suggested the governor's column was "an absolute reversal" brought on by criticism, particularly from Central Valley officials, about the governor's lack of support for the rail project.

"It's a tremendous turn of events, obviously," Florez said.

Mehdi Morshed, the rail board's executive director, said the governor's public expression of support for high-speed rail was "a big benefit for the project."

"For the public to see that the governor's behind it makes it a lot more real than it was before," he said.

He said it was reasonable for Schwarzenegger to want to see a financing plan before moving ahead with the project.

A preliminary report prepared Sale of the bonds would help by a team of high-speed rail

board consultants suggests the system could be funded through a combination of state, federal and local government support and private investment, with as much as 30 percent of the money coming from private sources.

One way to bring in that private financing would be through the sale of revenue bonds that would be paid off with income from fares. Authority officials predict that high-speed rail, unlike public transit, would not need government subsidies and would attract enough ridership at high enough prices to make a profit.

But a significant commitment of government financing would have to be made to attract private investment to help build and perhaps run the system, authority officials say.

The preliminary report also predicts the state could pay off the \$9.9 billion in rail bonds plus another \$43 billion in bonds sought by Schwarzenegger for prisons, schools, university facilities, courthouses, dams and certain other projects without overburdening the state budget.

The authority expects to complete a financing plan in the next couple of months, but probably not before lawmakers and the governor negotiate a state budget for the fiscal year that starts July 1.

Those negotiations will heat up after Schwarzenegger unveils his revised budget proposal on Monday. His new spending plan could reveal how serious the governor is about supporting the high-speed rail.



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San Bernardino County Congestion Management Agency
 Service Authority for Freeway Emergencies

#### Minute Action

	Minute	Action				
	AGENDA ITE	M:5				
Date:	July 19, 2007					
Subject:	Amendment to the Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights and Cajon Trackage Rights Shared Use Agreement					
Recommendation:*	Approve Amendment Number 1 to the Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights and Cajon Trackage Rights Shared Use Agreement (Contract 93-995) with the Burlington Northern and Santa Fe Railway Company (BNSF).					
Background:	One of the many agreements that are included in the purchase of railroad rights-of-way from the Atchison Topeka and Santa Fe Railway Company (ATSF) in 1992 is the Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights and Cajon Trackage Rights Shared Use Agreement (SANBAG Contract 93-995). The Burlington Northern and Santa Fe Railway Company is the successor to the ATSF. The Pasadena-Redlands Easement and Pasadena-Redlands Trackage Rights provide the rights necessary to extend Metrolink trains to the current San Bernardino Station as well as rights necessary to gain access to the Redlands Subdivision. The SB Shops Trackage Rights was included to allow for Metrolink train access to the former shops location, (now the BNSF intermodal facility) had that property been acquired by the Agencies – it was not. The Cajon Trackage Rights allows for Metrolink access to the Inland Empire Maintenance Facility located just west of "I" Street and north of 3 <sup>rd</sup> Street.					
		Approved Commuter Rail Committee				
		Date:				
		Moved: Second:				
		In Favor: Opposed: Abstained:				
		Witnessed:				

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In the Pasadena-Redlands Easement, ATSF granted SANBAG an exclusive easement to construct, at our sole cost (\$5.3 million), a railroad grade separation (San Bernardino Flyover) over the San Bernardino Subdivision main lines west of the San Bernardino Metrolink Station. The easement begins at Rancho Avenue and continues east to a point just east of the Mount Vernon Bridge. The easement prohibits freight trains from operating over the San Bernardino Flyover.

As part of the negotiation with BNSF to acquire property which they currently own south of Mill Street that Metrolink would like to use for the construction of the Eastern Maintenance Facility (EMF), BNSF would like to be able to operate freight trains over the San Bernardino Flyover. This would allow BNSF freight trains to avoid operating through the intermodal yard when connecting from the San Gabriel Subdivision to the San Bernardino Subdivision.

The BNSF is offering to sell SCRRA a permanent easement for the EMF property at a discounted price if they can obtain rights to operate freight trains over the San Bernardino Flyover. The EMF property has been appraised at \$4.2 million, and BNSF is offering to grant a permanent easement for \$2.4 million. The difference of \$1.8 million is considered a value that SANBAG would receive for allowing freight trains to use the San Bernardino Flyover.

In addition to the \$1.8 million savings for the permanent easement for the EMF property, BNSF will pay the train mile cost for dispatching their trains over the Pasadena-Redlands Easement and have agreed to consider a train mile cost for the maintenance and repair of the Pasadena-Redlands Easement. As part of this amendment SCRRA, after certain improvements are made, will also gain control of all train movements over the BNSF "Shortway" and be able to install and control the switch at the entrance of the EMF.

Financial Impact:

This item is consistent with the adopted budget. Based upon the actual number of BNSF trains operating over the easement, there will be a slight increase in BNSF payments for dispatching and may be a BNSF contribution to the maintenance and repair of the Pasadena-Redlands Easement in the future. Funding for the staff and legal effort for this agreement amendment has and will be covered under Tasks 35207000 and 35208000 – General Commuter Rail. The funding source is LTF – Planning.

Reviewed By:

This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff:

Michael Bair, Director of Transit and Rail Programs

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#### SANBAG Contract No. 93-995-1

by and between

#### San Bernardino Associated Governments

and

## Burlington Northern and Santa Fe Railway Company, successor to the Atchison Topeka and Santa Fe Railway Company

for

Pasadena/Redlands Easement, Pasadena/Redlands Trackages Rights, SB Shops Trackage Rights, and Cajon Trackage Rights

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### FIRST AMENDMENT TO SHARED USE AGREEMENT (Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights, and Cajon Trackage Rights)

#### SANBAG Contract 93-955-1

THIS FIRST AMENDENT TO SHARED USE AGREEMENT (Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights, and Cajon Trackage Rights), (this "First Amendment"), dated as of August \_\_\_, 2007, is by and among the Burlington Northern and Santa Fe Railway Company ("BNSF") successor to The Atchison, Topeka and Santa Fe Railway Company and San Bernardino Associated Governments ("SANBAG"). Capitalized terms used herein and not otherwise defined shall have the meaning specified in the Shared Use Agreement.

#### RECITALS

WHEREAS, BNSF and SANBAG are parties to that certain Shared Use Agreement (Pasadena-Redlands Easement, Pasadena-Redlands Trackage Rights, SB Shops Trackage Rights, and Cajon Trackage Rights) (Agreement) dated as of October 30, 1992, relating to, among other things, the Agency's right to operate Agency Rail Service over the Pasadena-Redlands Easement.

WHEREAS, the Southern California Regional Rail Authority ("SCRRA") on behalf of SANBAG constructed and maintains the San Bernardino Flyover ('Flyover') in San Bernardino County, pursuant to Section 5.6 of the Purchase and Sale Agreement, for the exclusive use of Agency Rail Service.

**WHEREAS**, the Flyover was constructed within the territorial boundaries of the Pasadena-Redlands Easement.

WHEREAS, BNSF has no rights to operate Rail Freight Service over the Flyover.

WHEREAS, BNSF and SANBAG desire to amend the Agreement in certain respects as provided herein;

#### AGREEMENT

**NOW, THEREFORE,** the parties hereto hereby agree as follows:

1. Article 1.73 of the Agreement is amended by adding the following:

The term Tracks shall include the "San Bernardino Flyover" and all structures and property necessary for the use thereof.

2. New article 1.76 is hereby added to the Shared Use Agreement as follows:

San Bernardino Flyover. "San Bernardino Flyover" shall mean those tracks and structures located on the Metrolink San Gabriel Subdivision between San Bernardino (MP 56.2) and CP Rancho (MP 55.3).

3. New sub-article 3.1(d) is hereby added to the Agreement as follows:

"3.1(d) BNSF shall have operating rights over the Agency's San Bernardino Flyover. The following restrictions apply to all BNSF trains operating over the Flyover: (1) trains are subject to notification by BNSF to a Metrolink chief dispatcher (2) trains must maintain the published freight speed over the flyover (3) in the case of a train break down or pull apart on the Flyover, BNSF will provide immediate clearance of an alternate route. BNSF will allow Metrolink crews to become territory qualified on the alternate routes."

4. New sub-article 4.1(b)(3) is hereby added to the Agreement as follows:

"4.1(b)(3) The Agency or the Operator shall have the right, upon reasonable prior written notice to BNSF, and at the Operators' sole cost and expense, to perform signal and communications work necessary to allow the Operator to control all Train movements over the intersection of BNSF's "Shortway" and the Operator's San Gabriel Subdivision and the "Shortway" track from the previously mentioned intersection to (but not including) the control point at Rana (MP 2.2). The Agency shall have the right to install and control an additional control point on the "Shortway" at the rail access near Mill Street (MP 1.0). Such additional work shall be consistent with the Shared Use Agreement."

5. Second sentence to Article 5.3 is hereby added to the Agreement as follows:

"In recognition that BNSF shall contribute to the maintenance and repair costs of the Pasadena-Redlands Easement as a condition of BNSF's right to operate Rail Freight Service over the Pasadena-Redlands Easement, Agency and BNSF agree to negotiate BNSF's contribution to the Pasadena-Redlands Easement maintenance and repair costs as part of the anticipated larger negotiations between BNSF and the Agencies concerning existing Shared Use Agreements."

- 6. All rights and obligations of BNSF and SANBAG under the Agreement that are not expressly amended by this First Amendment shall remain unchanged by this First Amendment.
- 7. This First Amendment shall be binding upon and shall inure to the benefit of BNSF and SANBAG and their respective successors or permitted assigns.

- 8. This First Amendment shall be governed by and construed in accordance with the laws of the State of California.
- 9. This First Amendment may be executed in any number of counterparts, no one of which need be executed by both parties, each one of which shall be deemed an original, but all of which taken together shall constitute but one agreement. Signature pages from one duplicate original may be attached to other duplicate originals of this First Amendment to form one document.

IN WITNESS WHEREOF, the parties to this First Amendment have caused their duly authorized representatives to execute it as of the day and year first set forth herein.

San Bernardino Associated Governments		Burlington Northern and Santa F Railway Company
Ву:		By:
Name:	Lawrence E. Dale	Name:
Title:	President	Title:
Approv	ed as to Form:	
	ene Basle AG Counsel	



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<b>=</b> {	ian Bernardino County	Transportation Commission		San Bernardina	County	<b>Transportation</b>	Authority
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■ San	Bernardino C	County Concestic	n Management Agency		Service Authorit	y for Freewa	y Emergencies
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	Minute Action				
	AGENDA ITEM: 6				
Date:	July 19, 2007				
Subject:	Substitution of State Transit Assistance Fund (STAF) for \$8.149 million in 2006 State Transportation Improvement Program (STIP) Augmentation funds for Four (4) Transit Projects and Increase Funding for the Rancho Cucamonga Metrolink Station Pedestrian Undercrossing in the amount of \$1.401 million				
Recommendation:*	commendation:*  1. Approve the substitution of STAF for \$8.149 million in 2006 ST Augmentation approved by the Board for the following Four (4) Transcenter, \$0.7 million; Construction of Natural Gas Line to the new VVI Facility, \$1.6 million; additional funding for the Rancho Cucamon Metrolink Station Pedestrian Undercrossing, \$2.849 million.				
,	2. Approve an increase of \$1.401 million in STAF for the Rancho Cucamonga Metrolink Pedestrian Undercrossing for a New Total Budget of \$7.5 million.				
	3. Approve amendments to the Omnitrans, Morongo Basin Transit Authority (MBTA), Victor Valley Transit Authority (VVTA) and SANBAG Passenger Rail Fiscal Year 2008-2012 Short Range Transit Plans (SRTPs) for the above projects.				
	4. Approve amendment to Budget Task 50708000 – State Transit Assistance Fund increasing the Budget Authority by \$9,550,000 for a new Total of \$22,525,000 as identified in the Financial Impact Section.				
*					
	Approved Commuter Rail Committee				
	Date:				
	Moved: Second:				
	In Favor: Opposed: Abstained:				
	Witnessed:				

CRC0707g-mab.doc 35208000

#### Background:

On March 7, 2007, the Board approved a list of projects for programming the 2006 STIP Augmentation funds. Included in that list are the four transit projects totaling \$8.149 million in Public Transportation Account (PTA) shown below.

Project Sponsor	Project Description	Amount
Omnitrans	Chaffey College Transcenter	\$3,000,000
SCRRA	Rancho Cucamonga Pedestrian Undercrossing	\$2,849,000
VVTA	Construction of NG Line to New Facility	\$1,600,000
MBTA	Yucca Valley Transit Center	\$ 700,000
Total		\$8,149,000

All of the above projects were expected to receive an allocation in Fiscal Year 2007/2008. A combination of factors would not allow this to happen. First, the total requested funding for transit projects in the early years significant exceeded the amount of PTA funds available. In addition, as a result of the projected State Budget deficit, the Governor has proposed to significantly reduce the amount of funds available from the PTA. Because of the funding constraints and uncertainties, the California Transportation Commission moved the above projects to Fiscal Years 2008/2009 and 2009/2010 when adopting the STIP Augmentation. Therefore, staff is recommending that the Board approve the substitution of \$8.149 million in STAF for the above projects. The substitution of STAF funds will allow these projects to proceed on schedule.

Staff will request an AB 3090 project substitution for the \$8.149 million in PTA funds at a later date. The most likely project will be additional funding for commuter rail cars.

In addition to the substitution of STAF for STIP Augmentation funds, staff is recommending an increase in funding for the Rancho Cucamonga Metrolink Station pedestrian undercrossing. SCRRA is now completing design of the undercrossing and has identified a total project cost of \$7.5 million. The project has received a \$2.0 million appropriation from the FTA Job Access/Reverse Commute (JARC) program. The Board has previously approved (FY 2005/2006) \$1.0 million in LTF-Rail funds as match to the JARC funds. With the substitution of \$2.849 million in STAF for the STIP Augmentation funds, the project is still short by \$1.401 million. Staff is recommending that this shortfall be funded with additional STAF.

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Financial Impact: This item is not consistent with the adopted Budget. An amendment increasing

the Budget Authority for Task 50708000 - State Transit Assistance Fund by \$9,550,000 for a new total of \$22,250,000 is necessary. The combined increase in STAF of \$9,550,000 is available from the estimated Fiscal Year 2006/2007

unrestricted fund balance.

**Reviewed By:** This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs



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#	San Bernardino	County Transportation	Commission =	San Bernardi	no County 1	iransportation Auth	Orify

Minute Action						
	17 A 81 8 605 W	11000000				
	AGENDA ITE	M:				
Date:	July 19, 2007					
Subject:	Amendment to Contract 04-0: a Long Range Transit Plan for	58 with Parsons Transportation Group for preparing San Bernardino County				
Recommendation:*	Group, extending the Time of	approve Amendment Number 2 to Contract 04-058 with Parsons Transportation broup, extending the Time of Performance to July 2, 2008 and increasing the contract Budget Authority by \$29,762 for a new total of \$571,760 as identified in the Financial Impact Section.				
Background:	In June 2004 after a competitive procurement process, the Board approved Contract 04-058 with Parsons Transportation Group to prepare a Long Range Transit Plan (LRTP) for San Bernardino County. In January 2006 the Board approved Amendment Number 1 that amended the Scope of Work to include conducting an on-board survey of Omnitrans fixed route riders; additional work to produce the Summary of Current Transit Users and conduct a public outreach component.					
*	Work remaining for the Valley portion of the County includes the refinement of LRTP network, including the development of a transit-supportive land use alternative; modeling and evaluation of alternatives; and the identification of transit improvements in five-year increments. The development of a transit-supportive land use alterative is awaiting the Compass 2% work currently underway within the Valley that will be concluded by the early next year and the Urban Land Institute report on development opportunities for central San Bernardino that will be completed in September.					
		Approved				
		Commuter Rail Committee				
		Date:				
		Moved: Second:				
		In Favor: Opposed: Abstained:				
	Witnessed:					

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Work remaining for the Victor Valley portion of the County includes the development of two transit network alternatives (financially constrained and unconstrained); the evaluation of those alternatives; and the identification of transit improvements in five-year increments.

Once the above work has been completed, a draft and final report will be prepared.

The attached Amendment Number 2 extends the time of performance to July 2, 2008. It also incorporates additional Project Management expenses to be incurred by the prime consultant under this amendment in the amount of \$29,762.

Financial Impact:

This item is not consistent with the adopted budget and requires an amendment to Task 40408000 – Comprehensive Transportation Plan, increasing the budget by \$29,762 for a new total of \$154,269. The additional revenue is being provided from prior year unallocated LTF-Planning funds.

Reviewed By:

This item will be reviewed by the Commuter Rail Committee on July 19, 2007. Amendment Number 2 has been submitted to legal counsel for review and approval as to form.

Responsible Staff:

Michael Bair, Director of Transit and Rail Programs

#### SANBAG Contract No. <u>04-058-2</u>

by and between

#### San Bernardino Associated Governments

and

#### Parsons Transportation Group

for

the preparation of a Long Range Transit Plan for San Bernardino County

	FOR ACC	DUNTING PUI	RPOSES ONLY		2 vii (6).						
□ Payable	Vendor Contract	¥	Retention:	☐ Original							
Receivable	Vendor ID		⊠ Yes <u>10</u> % ☐ No	⊠ Amendment							
Notes:											
	2 222 222 22	Previous Ame	ndments Total:	\$ <u>241,998.0</u>	<u>0</u>						
Original Contract:	\$ 300,000.00	Previous Ame	ndments Contingency	Total: \$							
	٥	Current Amen	dment:	\$ <u>29,762.00</u>							
Contingency Amount:	\$	Current Amen	dment Contingency:	S .							
Contingency Amount require	s specific authorization	by Task Manager p	rior to release.								
			Contract TOTAL →	\$ <u>571,760</u>							
		◆ Please include full	inding allocation for the orig	inal contract or the amend	iment.						
<u>Task</u>	Cost Code Fu	nding Sources	<u>Grant ID</u>	<u>Amounts</u>							
<u>40408000</u>	<u>5520 LT</u>	F Planning		\$ <u>29.762.00</u>							
				\$							
Original Board Approve	ed Contract Date:	<u>6/2/04</u> Co	ontract Start: <u>6/5/04</u>	Contract End: 12/3	0/05						
New Amend. Approval	(Board) Date:	Ar 70/1/8	mend. Start: <u>8/1/07</u>	Amend. End: <u>7/2/</u>	<u>08</u>						
If this is a multi-year budget authority and	contract/amendm future fiscal year	ent, please allo (s)-unbudgeted	cate budget authorit l obligations:	y among approved							
Approved Budget	Fiscal Year:		ture Fiscal Year(s) –	***************************************							
Authority ->	\$	Un	budgeted Obligation	* \$							
Is this consistent with t	he adopted budget	? □Yes	⊠No								
If yes, which Task	<del>-</del>	-									
If no, has the budg	et amendment bee										
	CON	TRACT MANA	AGEMENT		5-8-65						
Please mark an "X" r	ext to all that app	ly:									
☐ Intergovernmental		Non-Local	Local P	artly Local							
Disadvantaged Busine	ss Enterprise: 🛛 N	o [Yes	_%								
Task Manager: Micha	el Bair	C	ontract Manager: <b>Mic</b> t	nael Bair							
Mulal	3 - 7-1	2-07 1	M. D. D.	2-12-0	07						
Task Manager Signatu	ıre	Date C	ontract Manager Sigr	nature Date							
Chief Financial Officer	Signature	Date									
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Filename: CSS040582-mab

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#### Amendment Number 2

#### to Contract 04-058

#### **Parsons Transportation Group**

THIS AMENDMENT NUMBER 2 to Contract 04-058 is hereby made and entered into and effective this 1<sup>st</sup> day of August, 2007 by and between the SAN BERNARDINO ASSOCIATED GOVERNMENTS (hereinafter referred to and "AGENCY" and the PARSONS TRANSPORATION GROUP, INC. (hereinafter referred to as "CONTRACTOR") with regard to preparing a Long Range Transit Plan (LRTP) for San Bernardino County.

WHEREAS, AGENCY and CONTRACTOR previously entered into Contract 04-058 on June 2, 2004 for the preparation of a Long Range Transit Plan (LRTP) for San Bernardino County, and

WHEREAS, AGENCY and CONTRACTOR amended Contract 04-058 on January 4, 2006, extending the Time of Performance and amending the Scope of Work to include conducting an on-board survey of Omnitrans services; integrating the results of the Omnitrans and Metrolink user survey information into the Summary of Current San Bernardino Transit Users; and implement a public involvement program for the LRTP; and

WHEREAS, AGENCY desires to amend Contract 04-058 by extending the Time of Performance and increasing the Contract Budget Authority for additional Project Management expenses; and

WHEREAS, CONTRACTOR has prepared a Project Budget Amendment which AGENCY agrees to and agrees with the Time of Performance Extension.

**NOW THEREFORE,** it is agreed that Contract 04-058 is amended to include the following:

Section 2 – Term is amended to extend the time of contract performance to July 2, 2008.

Section 3 – Compensation is amended to increase payment to CONTRACTOR by an amount of Twenty-nine Thousand Seven Hundred and Sixty-Two Dollars (\$29,762.00) for a new not-to-exceed amount of Five Hundred and Seventy-one Thousand Seven Hundred and Sixty Dollars (\$571,760.00). AGENCY shall continue to retain ten percent (10%) of the invoiced fee or profit until the successful completion of the work to be performed.

All other terms and conditions contained in Contract 04-058 as previously amended shall remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have signed below;

SAN BERNARDINO ASSOCIATED GOVERNMENTS	PARSONS TRANSPORTATION GROUP, INC.
Lawrence E. Dale President	James F. Rollings Sr. Vice President
Approved as to Form:	
Jean-Rene Basle	÷
SANBAG Counsel	

EXHIBIT 1
LONG RANGE TRANSIT PLAN FOR SAN BERNARDINO COUNTY
STAFFING AND BUDGET
July 2007 Amendment for Project Management

TASK		The second of th	ANGEL STATES STA			***************************************			Total	Labor	Offher	A S	Total
	Project Manager	Deputy PM	Associate	iate Technical		Admin.			Hours	Cost	Direct	(PTG Labor	Costs
	Согепz Weseman	Eric Bierce	Derek McGill	···	***************************************	O.W.O.C.	Sub Total	<u> </u>			Costs		
Raw Labor.	\$67.75	\$53.39	\$24.5			.50			-		ATTORICE STREET, SEE STREET, S		
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4.0 Summary of Current Transit Users									-	09	26	-	***
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4.2 Document New Compansons in the Final LRTP Report	\$0	0\$		05	0\$	S	0 \$0			0\$	O#	0.9	04
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(1) Labor costs include raw salary and overhead/finge for PTG. Total for Subs



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■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority

■ Sar	Bernardino (	County Cond	estion Managemen	t Agency 🔳	<ul> <li>Service</li> </ul>	Authority fo	or Freeway	<b>Emergencies</b>
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	Minute	Action
	AGENDA ITE	M: <u>8</u>
Date:	July 19, 2007	
Subject:	Promotional Campaign for Sa	n Bernardino Line Weekend Service
Recommendation:*		P08067 to the San Bernardino County Sun in the 58 to the Inland Valley Daily Bulletin in the amount
Background:	with the Inland Valley Daily of display ads twice a week to alternative to driving to visit	e Commission entered into a six-month partnership Bulletin and the San Bernardino Sun to run a series promote Metrolink as a fun, stress-free, economical t family, friends and weekend destinations. These gnificant increase in weekend ridership.
	2007/2008 fiscal year beginninewspapers will run an arm Metrolink weekend service. the final copy will prepared Fridays in the U Entertainment.	the weekend promotional campaign during the ing in September. In addition to the display ads, the rticle about interesting travel destinations using Staff will assemble the material for the articles, and by the newspaper. These articles will appear on ent sections. In addition both newspapers' websites trolink website for more information about training transit.
	\$25,000 per year) of SANBA	aign purchase orders were within the limits (under G Contracting and Procurement Policy 11000 for the ve Director. The FY 2007/2008 campaign will be
*		
		Approved Commuter Rail Committee
		Date:
		Moved: Second:
		In Favor: Opposed: Abstained:
		Witnessed:

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period greater than six-month and will require each purchase order to be in excess of SANBAG Policy 11000. The Policy states that "Purchase Orders over \$25,000 or exceeding a cumulative amount of \$25,000 in any one year period must be approved by the Board of Directors.

Financial Impact: This item is consistent with the Fiscal Year 2007/2008 Commuter Rail Operating

Expenses Task Number 37708000.

Reviewed By: This item is scheduled to be reviewed by the Commuter Rail Committee on

July 19, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Victoria Baker, Senior Transit Analyst Cheryl Donahue, Public Information Officer



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■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority

	San Bernardino County Congestion Management Agency		Service Authority for Freeway Emergencie
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a 3Gn benigio	Minute	Agency Service Authority for Freeway Emergencies
	191111111E	Action
	AGENDA ITE	M: <u>9</u>
Date:	July 19, 2007	
Subject:	Etiwanda Pacific Electric Tra	in Depot
Recommendation:*		ancho Cucamonga to pursue National Registration Pacific Electric Train Depot; and
		he process of disposal of the Etiwanda Train Depot n accordance with California Government Code
Background:	of Rancho Cucamonga for	approved the Lease Agreement 04-048 with the City the use of the Etiwanda Station Property and the rn Pacific (SP) Baldwin Park Branch located within
	any alterations to the Premis City is progressing with con-	nent, the City is to seek SANBAG's concurrence of es (Station Area and Railway Right-of-Way). The struction of the trail system as contemplated in the <u>Trail Master Plan</u> , dated November 2000.
	Etiwanda Train Depot. The hazardous material removal hazardous to seek the N	reliminary work for the rehabilitation of the historic ne preliminary cost estimates for re-roofing and has exceeded that anticipated by the City and has led ational Registration Designation so that City sused. The designation would also allow the City to
*		
		Approved Commuter Rail Committee
		Date:
		Moved: Second:
		In Favor: Opposed: Abstained:

Witnessed:

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seek other funds to assist in the depot rehabilitation such as provided through private foundations and federal Transportation Enhancement funds.

The City is working with the Electric Railway Historical Society of Southern California, the Etiwanda Historical Society and SANBAG on the future use and the depot site. Likely uses include a trailhead for the bicycle/pedestrian and equestrian trails being constructed within the former railroad right-of-way and a museum acknowledging the importance of the Pacific Electric rail system in the development of Southern California. Staff is supportive of the City's request for National Registry designation.

The City has also expressed an interest in acquiring the nearly 4.0 acre site (see attached parcel map). In April 2007 the Board authorized staff to begin the process of disposing several miscellaneous parcels acquired as part of the Redlands Subdivision. Staff will be seeking an appraisal of property acquired as part of the Redlands Subdivision purchase and could easily add this parcel to the appraisal scope. Staff is seeking authority to include this site in the upcoming appraisal scope.

Financial Impact:

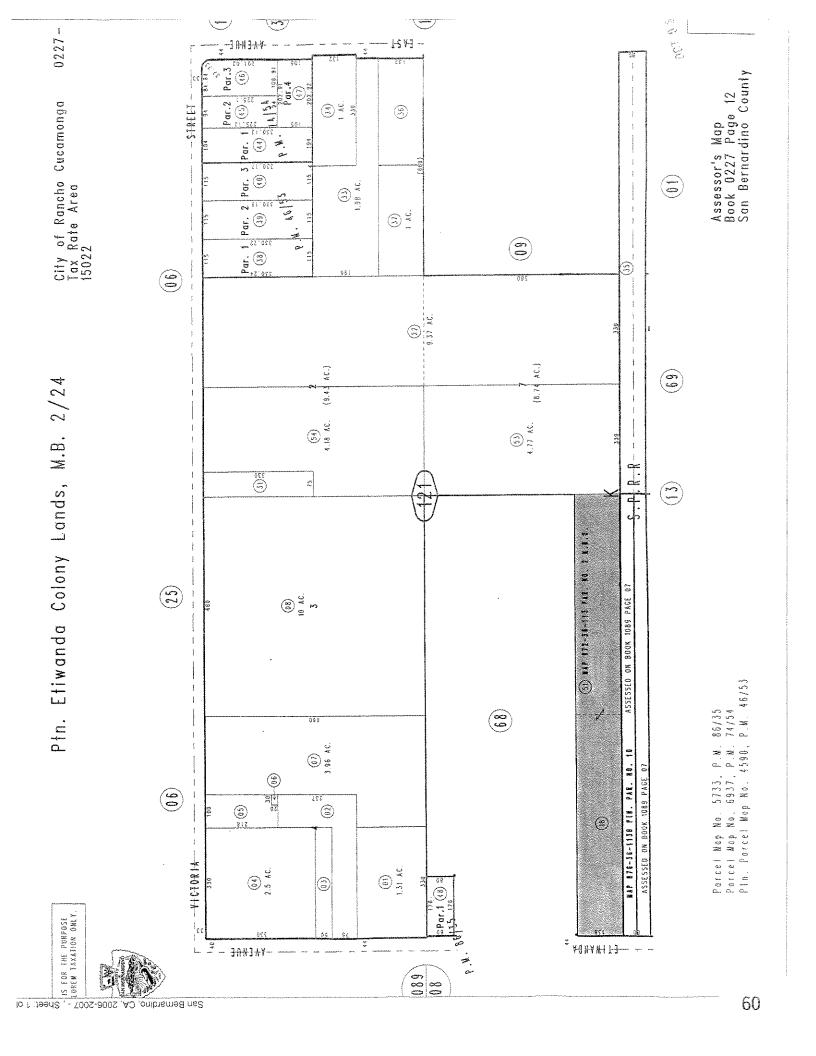
This item is consistent with the adopted budget. Work involving the management of Agency-owned railroad property is funded under Task 35208000. The funding source is LTF-Planning.

Reviewed By:

This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff:

Michael Bair, Director of Transit and Rail Programs.





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■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority

#	San Bernardino County	/ Congestion Management Agency	Service Authority for Free	way Em <mark>er</mark> gencies

	Minute	e Action
	AGENDA ITI	EM: <u>10</u>
Date:	July 19, 2007	
Subject:	Request to Sell Property Sour Ninth Streets in the City of R	th of the Redlands Subdivision Between Seventh and edlands
Recommendation:*	Redlands Subdivision righ	e process of disposal of the Property south of the at-of-way between Seventh and Ninth Streets ordance with California Government Code Sections
Background:	over two acres of non-oper right-of-way between Seventh this location was included as	received an inquiry regarding the possible sale of just ating property south of the Redlands Subdivision and Ninth Streets (see attached parcel map). While one of the three potential locations for a passenger on Redlands the preferred location for a downtown ka and Orange Streets.
	proposed passenger rail ser Authority staff. They agree	ble use of this parcel as part of the operation of the vice with the Southern California Regional Rail d that the storage of the train sets would occur at s location would have little value to the operation of
	miscellaneous parcels acquire	orized staff to begin the process of disposing several ed as part of the Redlands Subdivision. Staff will be perty acquired as part of the Redlands Subdivision
*		
		Approved Commuter Rail Committee
		Date:
		Moved: Second:
		In Favor: Opposed: Abstained:
		Witnessed:

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purchase and could easily add this parcel to the appraisal scope. Staff is seeking

authority to include this site in the upcoming appraisal scope.

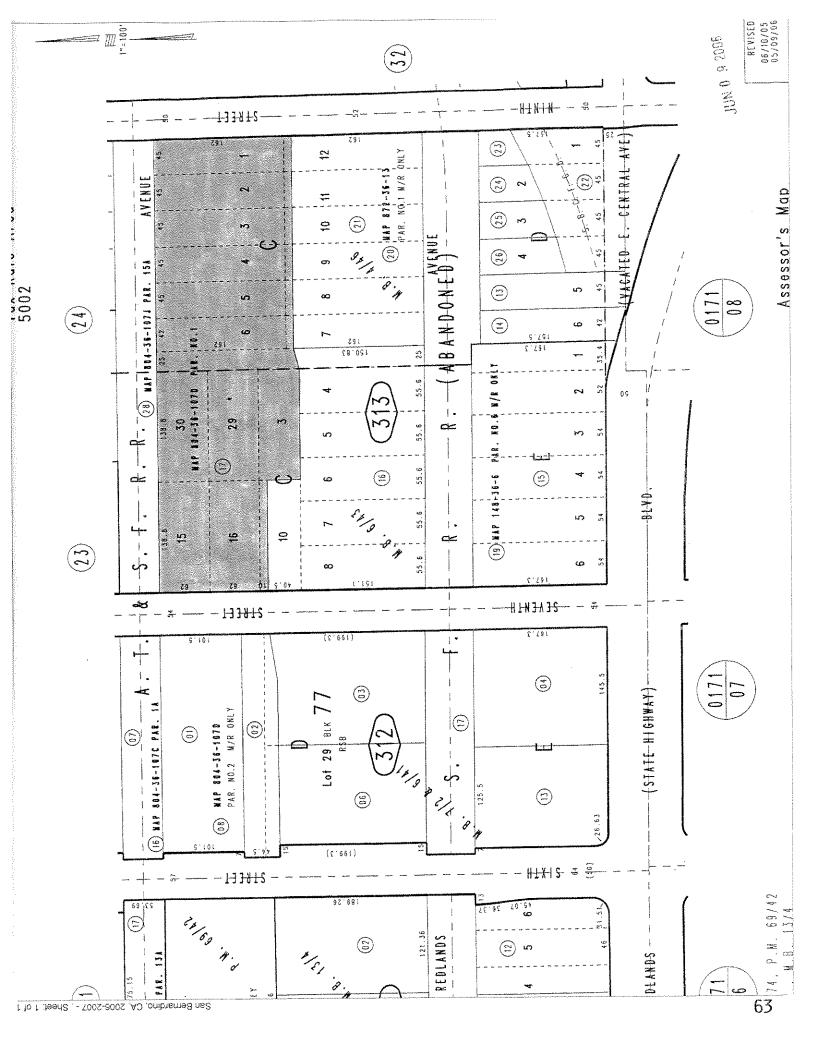
Financial Impact: This item is consistent with the adopted budget. Work involving the management

of Agency-owned railroad property is funded under Task 35208000. The funding

source is LTF-Planning.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs





Background:

## San Bernardino Associated Governments

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■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority

San Bernardino County Congestion Management Agency
 Service Authority for Freeway Emergencies

#### Minute Action

AGENDA ITEM: 11

Date:	July 19, 2007
Subject:	Lease with the National Railroad Passenger Corporation (Amtrak)
Recommendation:*	Receive Information.

In August 2005 the Board approved Lease 06-010 with the National Railroad Passenger Corporation (Amtrak) for approximately 1,372 square feet of office and freight space on the first floor of the San Bernardino Santa Fe Depot. Amtrak did not exercise the lease agreement and in July 2006 presented a revised lease for consideration. The revised lease contained several provisions that were found to

be unacceptable.

In May 2007 the City of San Bernardino received correspondence from Amtrak that stated due to declining ridership at the depot, they were no longer interested in staffing an office at this location. In early June, while attending the APTA Rail Conference, staff had a brief discussion with the Amtrak Vice President of Strategic Partnerships and Business Development regarding our proposed lease and our interest in seeing Amtrak occupy space at the depot.

On June 20<sup>th</sup> staff from SANBAG, the City and our property management firm held a conference call with representatives from the Amtrak West office. During that call Amtrak representatives confirmed that they were no longer interested in leasing space for a staffed office. Instead they offered to develop a letter agreement in which Amtrak would pay SANBAG \$500.00 a month to provide an open lobby for passenger boarding and alighting the Southwest Chief at the depot.

Date:  Moved: Second:  In Favor: Opposed: Abstained:			Com	Approved muter Rail Com	mittee
			Date:		
In Favor: Opposed: Abstained:	Move	ved:		Second:	
			In Favor:	Opposed:	Abstained:

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The scheduled arrival time at the depot for the Southwest Chief is 5:27 a.m. for the westbound train and 8:29 p.m. for the eastbound trains. But Amtrak trains have been known to be several hours late.

In addition, under a state contract, Amtrak operates bus service from the Inland Empire to the San Joaquin train in Bakersfield. Northbound buses arrive at the depot 5:35 a.m., 8:30 a.m., 11:10 a.m., and 1:35 p.m. Southbound buses arrive at the depot at 4:00 p.m., 5:45 p.m., 7:50 p.m., and 11:25 p.m.

Both SANBAG and the City have a desire to open the main lobby of the depot, but without a physical presence that would be difficult to accomplish. Our property management firm is continuing to seek a coffee vendor, but it is unclear whether the vendor would need to occupy space adjacent to the main lobby or just set up a cart that would be served from. In addition, it is unclear what hours the vendor would be willing to operate.

There is a possibility of using volunteers from the San Bernardino Historical Society and the San Bernardino Railroad Historical Society to serve as docents at the depot, especially if we were to provide space for a museum. The City and SANBAG will pursue this course and will keep the Committee informed of any progress.

Until such time as we can guarantee a presence in the main lobby that would allow for its opening to the Amtrak passengers and the public, we will postpone exercising any agreement with Amtrak.

Financial Impact:

This item is consistent with the Budget. Work involving the management of Agency-owned railroad property is funded under Task 35208000. The funding source is LTF-Planning. Because the lease with Amtrak had not been exercised, there was no expectation of income in the adopted Budget.

Reviewed By:

This item will be reviewed by the Commuter Rail Committee on July 19, 2007.

Responsible Staff:

Michael Bair, Director of Transit and Rail Programs

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#### **SANBAG Acronym List**

Assembly Bill AB

Alameda Corridor East ACE

Association for Commuter Transportation **ACT** 

Americans with Disabilities Act ADA

American Public Transportation Association **APTA** 

Air Quality Management Plan AOMP

Advanced Transportation Management Information Systems **ATMIS** 

Barstow Area Transit BAT Call Answering Center CAC

California Association for Coordination Transportation CALACT California Association of Councils of Governments CALCOG

California Committee for Service Authorities for Freeway Emergencies CALSAFE

California Department of Transportation **CALTRANS** 

California Air Resources Board CARB California Environmental Quality Act CEQA

California Highway Patrol CHP

Congestion Mitigation and Air Quality CMAQ Congestion Management Program **CMP** 

Compressed Natural Gas CNG Council of Governments COG

California State Association of Counties **CSAC** 

California Transit Association CTA

Community Transportation Association of America CTAA

California Transportation Commission CTC County Transportation Commission CTC Comprehensive Transportation Plan CTP

Data Management Office DMO Department of Transportation DOT Elderly and Handicapped E&H **Environmental Impact Report** EIR **Environmental Impact Statement** EIS

United States Environmental Protection Agency EPA

Employee Transportation Coordinator ETC Final Environmental Impact Statement FEIS Federal Highway Administration FHWA

Freeway Service Patrol FSP

Federal Transit Administration FTA

Federal Transportation Improvement Program **FTIP** Government Finance Officers Association **GFOA** 

Geographic Information Systems GIS

High-Occupancy Vehicle HOV

International City/County Management Association **ICMA** 

Interstate Clean Transportation Corridor ICTC Inland Empire Economic Partnership IEEP

Intermodal Surface Transportation Efficiency Act of 1991 **ISTEA** Interregional Transportation Improvement Program IIP/ITIP

Intelligent Transportation Systems ITS Inland Valley Development Agency **IVDA** Job Access Reverse Commute **JARC** 

Los Angeles County Metropolitan Transportation Authority **LACMTA** 

**LNG** Liquefied Natural Gas LTF Local Transportation Funds

**MAGLEV** Magnetic Levitation

Mountain Area Regional Transportation Authority MARTA

Morongo Basin Transit Authority MBTA

Mojave Desert Air Basin **MDAB** 

Mojave Desert Air Quality Management District **MDAQMD** 

Major Investment Study MIS

Memorandum of Understanding MOU

#### **SANBAG Acronym List**

MPO Metropolitan Planning Organization

MSRC Mobile Source Air Pollution Reduction Review Committee

MTP Metropolitan Transportation Plan

NAT Needles Area Transit
OA Obligation Authority

OCTA Orange County Transportation Authority

OWP Overall Work Program

PA&ED Project Approval and Environmental Document

PASTACC Public and Specialized Transportation Advisory and Coordinating Council

PDT Project Development Team

PPM Planning, Programming and Monitoring Funds

PSR Project Study Report

PTA Public Transportation Account
PVEA Petroleum Violation Escrow Account

RCTC Riverside County Transportation Commission

RDA Redevelopment Agency RFP Request for Proposal

RIP Regional Improvement Program

ROD Record of Decision

RTAC Regional Transportation Agencies' Coalition
RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agencies

SB Senate Bill

SAFE Service Authority for Freeway Emergencies SANBAG San Bernardino Associated Governments

SCAB South Coast Air Basin

SCAG Southern California Association of Governments SCAQMD South Coast Air Quality Management District SCRRA Southern California Regional Rail Authority

SED Socioeconomic Data
SHA State Highway Account

SHOPP State Highway Operations and Protection Program

SOV Single-Occupant Vehicle
SRTP Short Range Transit Plan
STAF State Transit Assistance Funds

STIP State Transportation Improvement Program

STP Surface Transportation Program
TAC Technical Advisory Committee
TCM Transportation Control Measure
TCRP Traffic Congestion Relief Program
TDA Transportation Development Act
TEA Transportation Enhancement Activities
TEA-21 Transportation Equity Act for the 21<sup>st</sup> Century

TIA Traffic Impact Analysis

TMC Transportation Management Center

TMEE Traffic Management and Environmental Enhancement

TOC Traffic Operations Center

TOPRS Transit Operator Performance Reporting System

TSM Transportation Systems Management USFWS United States Fish and Wildlife Service

UZAs Urbanized Areas

VCTC Ventura County Transportation Commission

VVTA Victor Valley Transit Authority

WRCOG Western Riverside Council of Governments



#### MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993 Reaffirmed March 6, 1996